

National Transportation Safety Board
Washington, DC 20594

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Brief of Accident

Adopted

DCA86AA012 File No. 2932	12/31/1985	DEKALB, TX	Aircraft Reg No. N711Y	Time (Local): 17:14 CST		
Make/Model:	Douglas / DC-3			Fatal	Serious	Minor/None
Engine Make/Model:	P&w / R-1830-75		Crew	0	2	0
Aircraft Damage:	Destroyed		Pass	7	0	0
Number of Engines:	2					
Operating Certificate(s):	None					
Type of Flight Operation:	Executive/Corporate					
Reg. Flight Conducted Under:	Part 91: General Aviation					
Last Depart. Point: GUNTERSVILLE, AL			Condition of Light: Day			
Destination: DALLAS, TX			Weather Info Src: Witness			
Airport Proximity: Off Airport/Airstrip			Basic Weather: Visual Conditions			
			Lowest Ceiling: None			
			Visibility: 15.00 SM			
			Wind Dir/Speed:			
			Temperature (°C): 18			
			Precip/Obscuration:			
Pilot-in-Command	Age: 33		Flight Time (Hours)			
Certificate(s)/Rating(s)			Total All Aircraft: 5700			
Airline Transport; Flight Instructor; Commercial; Multi-engine Land; Single-engine Land; Helicopter			Last 90 Days: Unk/Nr			
Instrument Ratings			Total Make/Model: 150			
Airplane			Total Instrument Time: Unk/Nr			

AT 1708:48, WHILE CRUISING AT 6000', A PILOT OF N711Y ADVISED ATC, 'I THINK I'D LIKE TO TURN AROUND, HEAD FOR TEXARKANA HERE, I'VE GOT A LITTLE PROBLEM.' HE WAS PROVIDED A VECTOR & ADVISED OF CLOSEST AIRPORTS. SHORTLY AFTER, HE STATED HE WOULD BE UNABLE TO REACH THE AIRPORTS. AT 1711:49, HE SAID THERE WAS SMOKE IN THE COCKPIT. WHILE LANDING IN A FIELD AT 1714, THE AIRCRAFT HIT WIRES & A POLE THEN CONTINUED INTO TREES WHERE IT WAS EXTENSIVELY DAMAGED BY IMPACT & FIRE. THE CREW EGRESSSED THRU THE COCKPIT WINDOWS. THE PASSENGERS DID NOT ESCAPE. DURING FLIGHT, THE CREW WAS UNABLE TO START THE CABIN HEATER; DESPITE REPEATED ATTEMPTS BY THE CAPTAIN. SMOKE THEN ENTERED THE CABIN. FRESH AIR VENTS & COCKPIT WINDOWS WERE OPENED, BUT SMOKE BECAME DENSE. THE CREW HAD DIFFICULTY SEEING. THE OXYGEN SYSTEM & HAND HELD FIRE EXTINGUISHERS WERE NOT USED. FASTENERS FOR THE HEATER DOOR WERE FOUND UNFASTENED. EXAMINATION INDICATED THE FIRE ORIGINATED IN THE AFTCABIN AREA, RIGHT HAND SIDE, AT OR NEAR THE FLOOR LINE. THE IGNITION AND FUEL SOURCES WERE NOT DETERMINED.

Brief of Accident (Continued)

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Occurrence #1: FIRE
Phase of Operation: CRUISE

Findings

1. (C) FUSELAGE,CABIN - FIRE
2. (C) REASON FOR OCCURRENCE UNDETERMINED
3. (F) FUSELAGE,CABIN - SMOKE
4. (F) FUSELAGE,CREW COMPARTMENT - SMOKE
5. (F) EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
6. (F) CHECKLIST - NOT USED
7. (F) OXYGEN SYSTEM - NOT USED

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

8. (F) OBJECT - WIRE,TRANSMISSION
9. (F) OBJECT - UTILITY POLE

Occurrence #4: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

10. (F) TERRAIN CONDITION - TREE(S)

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident to be: